

that has allowed for a reduction in the cost of energy in the United States, extremely important. American mariners are absolutely essential to our national defense, as are the domestic ships. Thirdly, the shipyards are essential for the U.S. Navy. These are three strategic assets that the United States has.

I proposed an amendment last night in the Rules Committee that almost was adopted that said, if we are going to export a strategic national asset, then let us also build two additional strategic assets. The mariners, the captains, the mates, the seamen, let them participate in this export of natural gas, and let's build the ships in America.

There are five terminals that are presently authorized for construction. Cheniere has completed a second terminal of about the same size. It is going in near Corpus Christi, Texas. And there are three others. So we may be talking somewhere between 300 to 400 ships needed to export a strategic national asset.

So my legislation would say, okay, then let us enhance our Nation's security by building those ships in America. We are talking about hundreds of thousands of American jobs in our shipyards, in our manufacturing facilities in Ohio, building the pumps and the pipes and the valves and the compressors that are necessary. This is a big, big deal. And while we guarantee those jobs for the American shipyards, we also strengthen the U.S. Navy's ability to build ships at a reasonable cost.

We could do it. We could actually do this with one simple piece of legislation that isn't more than 20 lines long. Now, that is exciting.

Trains, planes, ships. It is in America's future. It has been in our past. And it is the policies, the policies of the American Government, that set these in place and in motion.

Isn't that exciting? We can do that, Ms. KAPTUR. We can do that. And we can move production to Ohio manufacturing, the shipyards on the gulf coast, the east coast, and the west coast. It is all there for us.

Ms. KAPTUR. That is really exciting, Congressman GARAMENDI. And when you think about our strategic reserve in terms of the military, if America enters conflicts, often we don't have those fleets within the Department of Defense. We have to lease them from the private sector. So we would modernize that capacity for our country in the event it would be needed.

Mr. GARAMENDI. Exactly so. Exactly so. It is absolutely critical to our national defense that we have a strong maritime industry. We used to have the biggest maritime industry in the world. We have just given it away for many, many different reasons. But it can be rebuilt.

I want to give one more example, and then I am going to wrap. And if you would like to participate in the wrap, then we can do that.

At this moment, Amtrak is out with a request for a proposal to build 30, 33 new trains, high-speed rail trains for the northeast corridor, from Washington, D.C., to Boston, high-speed trains that can go 160, 200 miles an hour, reducing the commute time. That request for a proposal to manufacturers around the world is coupled with a waiver of the Buy America requirements. We are talking about hundreds of millions of dollars of American taxpayer money and a waiver of the Buy America requirements because Amtrak said they don't build them in the United States. Well, that is true. We don't build high-speed rail in the United States, and we never will if we give waivers.

But if we set in place a solid requirement that American taxpayer money is going to be spent on American-made equipment, we will build in the United States facilities to manufacture high-speed rail. The same thing applies in California with the California high-speed rail system.

In our future, we will have high-speed rail. The question for us in our policy debates is: In our future, will those high-speed rail trains be built in America, or will they be built in China or Korea or Japan or Europe?

I want them to succeed. But, by God, I want America to succeed, too. And I know that if we stick to this Make It In America agenda, we will rebuild the American middle class.

Ms. KAPTUR. I want to say, Congressman GARAMENDI, you are such a leader for jobs in America. I am sure your constituents are cheering not just tonight but every day for you and for your work here. You keep the Congress focused, both sides of the aisle, on Make It In America, on trade, taxes, energy, labor, education, research, infrastructure, and, over them all, jobs.

As we close this evening, let me say, this is what the trade deficit looks like today when we know we aren't building, whether it is tubes or whether it is trains or whether it is enough trucks in this country, cars. Imagine if we were to turn it the other way and America started making it in America and exporting to the world rather than the reverse. We would have such an economic recovery, it would astound the American people. It is amazing what we have been able to retain, even with this hemorrhage that has occurred over the last three decades.

Thank you for drawing our attention to the importance of transportation and infrastructure as a key job creator in this country. If we could pass that bill early this year, what we would do for this economy, and add Buy America provisions to several of the bills that will be coming before us. I will join you in that effort.

Mr. GARAMENDI. It is exciting, Ms. KAPTUR. It is very, very exciting that a policy statement, a law put forth by 435 of us here and 100 over in the Senate can really dramatically alter America's economy and do it in a way

that doesn't really cost us more money but simply requires that our tax dollars be spent on American-made equipment so that American workers can prosper.

Now, if somebody wants to go out and use their own tax dollars to buy goods from China, that is their business. Fine, go do it. But if it is your tax dollars and my tax dollars, then it ought to be made in America.

Mr. Speaker, thank you for the time.

I yield back the balance of my time.

HOURLY OF MEETING ON TOMORROW

Mr. REICHERT. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 9 a.m. tomorrow.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Washington?

There was no objection.

RECOGNIZING OUR LAW ENFORCEMENT AGENCIES

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2015, the gentleman from Washington (Mr. REICHERT) is recognized for 60 minutes as the designee of the majority leader.

Mr. REICHERT. Mr. Speaker, I rise today to take some time on the floor of the United States Congress—the House of Representatives, to be specific—to honor and recognize the service of our law enforcement agencies across this great country.

You know, we have been dealing with the reactions from the tragic death of Michael Brown last August. Almost continually, every week, we hear of some tragic death, a shooting incident across this country. And we all understand and realize that all loss of life is a tragedy, but there has been an outbreak of violence across this great country that is equally disturbing, resulting in the brutal assassination of two law enforcement officers just before Christmas.

Mr. Speaker, I was a law enforcement officer for 33 years in King County, which is a county in Seattle, Washington. I started when I was 21 years old in 1972. I worked in a police car, and I was a detective. I worked the street undercover for a short time. I never knew when I left home if I would see my family, when would be the next time that I would see my wife, my children. When I told them good-bye for a day at the office, I didn't know if I was coming back home and neither did they. But every law enforcement officer across this great country lives with that knowledge, and every family member lives with that fear.

I have missed holidays, birthdays, anniversaries. I would be called out in the middle of the day or the middle of the night or on the weekend. I remember one day missing my daughter's birthday. On Christmas Eve, I remember driving around in the middle of the